



AUTOMOBILE TOUR ACROSS COUNTRY TO MISS EL PASO

Southern California Automobile Club Switches It to Northern New Mexico.

Some time ago it was said that the proposed automobile tour across the continent would go by way of the Borderland route, through El Paso, New Mexico, according to the Automobile Club of Southern California, which is knocking the Borderland route and boosting the route by Needles, it will go over the northern route. There may be time for El Pasoans to have it changed if they get to work at once.

The Los Angeles Examiner says that the Automobile Club of Southern California will act as host for southern California, and the Automobile Club of America will start the tour from the east.

According to the plans of these two organizations at the present time, all interested motorists will be handed together in the east for a tour across the continent en masse.

A committee of three will be in charge. One member will represent the Automobile Club of Southern California, one the National Highway Association and one the Automobile Club of America. These committees will have full charge of the policy of such a tour.

While motor car owners will be in the tour, cars are to be furnished for those who wish to ride as passengers, the passengers paying regular fares for the trip. The Eastern auto club will supply cars with seats at a price which can reasonably be met by the average traveler, and provide him with a trip to California minus the cares of piloting his own car.

We take the same view in the mat-

ter as the National Old Trails People, said secretary S. F. McNeill of the California Auto club. "In that we could in no way commercialize the plan, or be a party to any scheme whereby a profit could be made out of the undertaking. The organization of such a tour would, of course, fall largely upon the shoulders of an amateur organization, but this club will do all in its power to attract motorists to southern California."

Name Is Suggested.

The National Old Trails 1915 Exposition tour is the name which will probably be attached to the tour, following the suggestion of the local organization.

It is planned to span the continent with the long serpentine of motor vehicles, linking the Atlantic to the Pacific. With the start of this tour it is probable that many other motorists will fall into line as travelers used to join the parties of forty-niners at the time of the first California gold rush.

The main purpose of the transcontinental tour is to show the world that it is possible to journey across America by motor car, and thus secure many motorists for the west to sample the roads of southern California.

6181 MILES IN AUTO; USED 316 GALLONS GAS

Globe Party Makes Remarkable Auto Trip; Gave Two Months on Road from Globe to New York and Return.

What is considered among autoists as really a remarkable automobile trip was made by William Whaley, of the Whaley Lumber company of Globe, accompanied by his family, the Ford car in which the trip was accomplished being driven by Harry Linnan.

The party left Globe May 14, motored to New York city, arriving there over a somewhat circuitous route on June 21, starting on the home trip on June 21, arriving in Globe July 21, having traveled a total distance of 6181 miles. During this long trip they had but seven tire punctures and one blowout, and report that they used but 316 gallons of gasoline and 121-3 gallons of oil at a total expense of \$75.35, or about .012 per mile. During the trip the party visited Niagara Falls, Kansas City, St. Louis, Indianapolis, Pittsburgh, Albany, Chicago, Omaha, Denver and many other points of interest.

ALCOHOL THE FUTURE FUEL OF ALL AUTOS

Prediction Made by Motor Engineer After Study; Gas Supply Is Decreasing.

That the most probable successor of gasoline as a motor fuel is alcohol was the basis of an address by Joseph A. Anglada, chairman of the Metropolitan Section of the Society of Automobile Engineers, and his reasons for such a belief form an interesting sidelight on the motor-fuel question.

"That there exists a serious shortage in suitable petroleum fuel production no one can deny," said Mr. Anglada. "Professor Magruder, of the Ohio State university, stated a few months ago that if the gasoline engines in the country now in use were to run at their rated horsepower for 10 hours a day the known gasoline supply would last about 20 days. In other words, if the gasoline engines in use were to run at their maximum horsepower, the amount of gasoline available would be sufficient only to run them one hour a day for about a year."

Kerosene Is Improbable.

"Various hydro-carbon substitutes for gasoline have been suggested. Among the substitutes proposed is kerosene. It is my opinion that kerosene will not be used as a motor fuel because of the impossibility of starting on kerosene; the lack of flexibility—that is, the inability to throttle the motor or to accelerate it rapidly; the smoky exhaust; the great amount of carbon deposited in the cylinders; the ready accumulation of dirt where kerosene is used, and the odor which pervades the car."

"Benzol has been suggested as a substitute for gasoline; it is obtained in the making of coke from coal and to produce one gallon of benzol 16 1/4 tons of coal must be treated. Ether has also been suggested as a substitute for gasoline, but its high cost of production prevents such commercial adaptation."

"Ethyl alcohol is now manufactured from various materials containing sugar or starch, the principal substances being Indian corn, maize, rye, wheat, barley, rice, potatoes, beets, fruits, molasses and malted cereals and products of the soil. It is manifest, therefore, that the sources of alcohol are inexhaustible, as it has been otherwise expressed, alcohol can be produced as long as the sun shines and the rain falls. The cost of a plant is dependent upon the desired capacity thereof, and, of course, the larger the plant the more economical the operation."

Fuel for Any Motor.

"Experiments conducted by the United States Government, as well as foreign governments and independent laboratories are conclusive in establishing the fact that any gasoline or kerosene engine on the American market can operate with alcohol as a fuel without any structural change whatsoever. But, since alcohol contains approximately six-tenths of the heat value of gasoline, by weight, an engine adapted for the use of gasoline or kerosene requires about 1 1/2 times as much alcohol as gasoline per horsepower hour."

This consumption, however, can be reduced by so altering the construction of the motor as to materially increase the compression, and by using a carburetor which will thoroughly vaporize the alcohol. An engine designed for gasoline or kerosene will give about 10 per cent more power when operated on alcohol, provided the necessary modifications are made. An engine specially built for alcohol will give from 20 per cent to 25 per cent more power than is obtainable from a regular gasoline engine of the same size. The exhaust from an alcohol engine is not offensive and to operate an alcohol engine less skill is required than in the case of a gasoline or kerosene engine, because an alcohol engine will run under widely varying conditions of fuel mixture."

Furthermore, the deposit of carbon in an alcohol engine is so small that the grade of lubricating oil is of no importance, while gasoline and kerosene engines cannot be operated without having the intake parts become clogged with a resultant loss of power. Another factor which counts in favor of the alcohol engine is the fact that its exhaust is not as hot as that from a gasoline or kerosene engine, thus minimizing the danger from ignition and the possibility of burning the lubricating oil, the latter being a decided disadvantage of gasoline and kerosene engines."

Gasoline Substitutes Are Hard to Provide

SPEAKING of proposed substitutes for gasoline as a motor fuel Joseph A. Anglada, an engineer, says kerosene will not take the place because of direct impossibility of starting on kerosene; lack of flexibility, smoky exhaust, the large carbon deposit and bad odor. Benzol will not fill the need because it cannot be produced in sufficient quantity. Benzol is obtained in the making of coke from coal and to produce one gallon sixteen and a quarter tons of coal must be treated. Ether is out of the question because of the high cost of production.

Naphthalene, a coal tar product, has been used in Europe to some extent, but it is necessary to start the engine on gasoline and to melt the naphthalene in a hot carburetor. The unsatisfactory performance of the motor on naphthalene, the high cost of production and the restricted supply prohibit it as a serious consideration. Cresote, also a coal tar product, has all the disadvantages of naphthalene.

Los Angeles Will Not Race to Phoenix Over the San Diego Route

Phoenix, Ariz., Aug. 1.—The coast-to-Phoenix auto race will not start from San Diego this year. Not if the Phoenix board of trade has anything to say about it.

George Purdy Bullard, who is spending the summer at Coronado beach, near San Diego, wires the board of trade for advice regarding a peculiar situation that has arisen in California. There is a serious split between San Diego and Los Angeles and the San Diego drivers are threatening not to enter the race if it starts from the angel city.

Furthermore, road conditions will be such between Los Angeles and San Diego, it is claimed, that will be dangerous to hold a race over the highway. The Los Angeles city authorities probably will not permit the starting of the race inside the city limits because of the danger to citizens from the speeding autos. Last, but not least, the San Diego exposition committee is willing to donate a tidy sum if the race starts from the exposition grounds.

But the directors of the board of trade, who held a special meeting to discuss the proposition, want to start the race from Los Angeles. Just the same as usual. They say if San Diego refuses to come in, arrangements will be made to route the racers by way of Brawley, cutting out San Diego entirely.

Bullard's Request for Additional Road Race Fund Has Been Denied

Phoenix, Ariz., Aug. 1.—Attorney general G. P. Bullard's request for an additional \$1000 for the purpose of this fall's annual Los Angeles-to-Phoenix automobile road race, was denied by the board of trade.

Bullard is spending the summer at Coronado. He wired the board after consulting with coast promoters of the race. The board stood firm in its original decision that only \$2000 would be put up as Phoenix's share for the race.

Last year the board put up \$3000 for this race, \$1000 more than in former years. The \$2000 guaranteed for this fall was made at the same time that the board guaranteed \$1000 for this fall's annual El Paso-to-Phoenix road race.

Woman Gets License as Driver of Taxi

Mrs. Bessie Meagher, of Borey, Minn., has taken a state license to drive motor cars for hire. C. G. Meagher, her husband and motor car driver, owns the car, and Mrs. Meagher is 33 years old and in her application said she does not use intoxicating liquors.

AUTO SECURITIES; HOW STOCKS SELL

Following are the recent New York and Detroit quotations on the stocks of various automobile concerns:

Stock	Price	Stock	Price
Ajax-Grieb Rubber Co. com.	120	Maxwell Motor Co. 1st pf.	42 1/2
Ajax-Grieb Rubber Co. pf.	120	Maxwell Motor Co. 2d pf.	27 1/2
Aluminum Motor Co. com.	120	Maxwell Motor Co. 4th pf.	12 1/2
Chalmers Motor Co. pf.	94	Maxwell Motor Co. 5th pf.	12 1/2
Chalmers Motor Co. com.	94	Maxwell Motor Co. 6th pf.	12 1/2
Chalmers Motor Co. 1st pf.	94	Maxwell Motor Co. 7th pf.	12 1/2
Chalmers Motor Co. 2d pf.	94	Maxwell Motor Co. 8th pf.	12 1/2
Chalmers Motor Co. 3d pf.	94	Maxwell Motor Co. 9th pf.	12 1/2
Chalmers Motor Co. 4th pf.	94	Maxwell Motor Co. 10th pf.	12 1/2
Chalmers Motor Co. 5th pf.	94	Maxwell Motor Co. 11th pf.	12 1/2
Chalmers Motor Co. 6th pf.	94	Maxwell Motor Co. 12th pf.	12 1/2
Chalmers Motor Co. 7th pf.	94	Maxwell Motor Co. 13th pf.	12 1/2
Chalmers Motor Co. 8th pf.	94	Maxwell Motor Co. 14th pf.	12 1/2
Chalmers Motor Co. 9th pf.	94	Maxwell Motor Co. 15th pf.	12 1/2
Chalmers Motor Co. 10th pf.	94	Maxwell Motor Co. 16th pf.	12 1/2
Chalmers Motor Co. 11th pf.	94	Maxwell Motor Co. 17th pf.	12 1/2
Chalmers Motor Co. 12th pf.	94	Maxwell Motor Co. 18th pf.	12 1/2
Chalmers Motor Co. 13th pf.	94	Maxwell Motor Co. 19th pf.	12 1/2
Chalmers Motor Co. 14th pf.	94	Maxwell Motor Co. 20th pf.	12 1/2
Chalmers Motor Co. 15th pf.	94	Maxwell Motor Co. 21st pf.	12 1/2
Chalmers Motor Co. 16th pf.	94	Maxwell Motor Co. 22nd pf.	12 1/2
Chalmers Motor Co. 17th pf.	94	Maxwell Motor Co. 23rd pf.	12 1/2
Chalmers Motor Co. 18th pf.	94	Maxwell Motor Co. 24th pf.	12 1/2
Chalmers Motor Co. 19th pf.	94	Maxwell Motor Co. 25th pf.	12 1/2
Chalmers Motor Co. 20th pf.	94	Maxwell Motor Co. 26th pf.	12 1/2
Chalmers Motor Co. 21st pf.	94	Maxwell Motor Co. 27th pf.	12 1/2
Chalmers Motor Co. 22nd pf.	94	Maxwell Motor Co. 28th pf.	12 1/2
Chalmers Motor Co. 23rd pf.	94	Maxwell Motor Co. 29th pf.	12 1/2
Chalmers Motor Co. 24th pf.	94	Maxwell Motor Co. 30th pf.	12 1/2
Chalmers Motor Co. 25th pf.	94	Maxwell Motor Co. 31st pf.	12 1/2
Chalmers Motor Co. 26th pf.	94	Maxwell Motor Co. 32nd pf.	12 1/2
Chalmers Motor Co. 27th pf.	94	Maxwell Motor Co. 33rd pf.	12 1/2
Chalmers Motor Co. 28th pf.	94	Maxwell Motor Co. 34th pf.	12 1/2
Chalmers Motor Co. 29th pf.	94	Maxwell Motor Co. 35th pf.	12 1/2
Chalmers Motor Co. 30th pf.	94	Maxwell Motor Co. 36th pf.	12 1/2
Chalmers Motor Co. 31st pf.	94	Maxwell Motor Co. 37th pf.	12 1/2
Chalmers Motor Co. 32nd pf.	94	Maxwell Motor Co. 38th pf.	12 1/2
Chalmers Motor Co. 33rd pf.	94	Maxwell Motor Co. 39th pf.	12 1/2
Chalmers Motor Co. 34th pf.	94	Maxwell Motor Co. 40th pf.	12 1/2
Chalmers Motor Co. 35th pf.	94	Maxwell Motor Co. 41st pf.	12 1/2
Chalmers Motor Co. 36th pf.	94	Maxwell Motor Co. 42nd pf.	12 1/2
Chalmers Motor Co. 37th pf.	94	Maxwell Motor Co. 43rd pf.	12 1/2
Chalmers Motor Co. 38th pf.	94	Maxwell Motor Co. 44th pf.	12 1/2
Chalmers Motor Co. 39th pf.	94	Maxwell Motor Co. 45th pf.	12 1/2
Chalmers Motor Co. 40th pf.	94	Maxwell Motor Co. 46th pf.	12 1/2
Chalmers Motor Co. 41st pf.	94	Maxwell Motor Co. 47th pf.	12 1/2
Chalmers Motor Co. 42nd pf.	94	Maxwell Motor Co. 48th pf.	12 1/2
Chalmers Motor Co. 43rd pf.	94	Maxwell Motor Co. 49th pf.	12 1/2
Chalmers Motor Co. 44th pf.	94	Maxwell Motor Co. 50th pf.	12 1/2
Chalmers Motor Co. 45th pf.	94	Maxwell Motor Co. 51st pf.	12 1/2
Chalmers Motor Co. 46th pf.	94	Maxwell Motor Co. 52nd pf.	12 1/2
Chalmers Motor Co. 47th pf.	94	Maxwell Motor Co. 53rd pf.	12 1/2
Chalmers Motor Co. 48th pf.	94	Maxwell Motor Co. 54th pf.	12 1/2
Chalmers Motor Co. 49th pf.	94	Maxwell Motor Co. 55th pf.	12 1/2
Chalmers Motor Co. 50th pf.	94	Maxwell Motor Co. 56th pf.	12 1/2
Chalmers Motor Co. 51st pf.	94	Maxwell Motor Co. 57th pf.	12 1/2
Chalmers Motor Co. 52nd pf.	94	Maxwell Motor Co. 58th pf.	12 1/2
Chalmers Motor Co. 53rd pf.	94	Maxwell Motor Co. 59th pf.	12 1/2
Chalmers Motor Co. 54th pf.	94	Maxwell Motor Co. 60th pf.	12 1/2
Chalmers Motor Co. 55th pf.	94	Maxwell Motor Co. 61st pf.	12 1/2
Chalmers Motor Co. 56th pf.	94	Maxwell Motor Co. 62nd pf.	12 1/2
Chalmers Motor Co. 57th pf.	94	Maxwell Motor Co. 63rd pf.	12 1/2
Chalmers Motor Co. 58th pf.	94	Maxwell Motor Co. 64th pf.	12 1/2
Chalmers Motor Co. 59th pf.	94	Maxwell Motor Co. 65th pf.	12 1/2
Chalmers Motor Co. 60th pf.	94	Maxwell Motor Co. 66th pf.	12 1/2
Chalmers Motor Co. 61st pf.	94	Maxwell Motor Co. 67th pf.	12 1/2
Chalmers Motor Co. 62nd pf.	94	Maxwell Motor Co. 68th pf.	12 1/2
Chalmers Motor Co. 63rd pf.	94	Maxwell Motor Co. 69th pf.	12 1/2
Chalmers Motor Co. 64th pf.	94	Maxwell Motor Co. 70th pf.	12 1/2
Chalmers Motor Co. 65th pf.	94	Maxwell Motor Co. 71st pf.	12 1/2
Chalmers Motor Co. 66th pf.	94	Maxwell Motor Co. 72nd pf.	12 1/2
Chalmers Motor Co. 67th pf.	94	Maxwell Motor Co. 73rd pf.	12 1/2
Chalmers Motor Co. 68th pf.	94	Maxwell Motor Co. 74th pf.	12 1/2
Chalmers Motor Co. 69th pf.	94	Maxwell Motor Co. 75th pf.	12 1/2
Chalmers Motor Co. 70th pf.	94	Maxwell Motor Co. 76th pf.	12 1/2
Chalmers Motor Co. 71st pf.	94	Maxwell Motor Co. 77th pf.	12 1/2
Chalmers Motor Co. 72nd pf.	94	Maxwell Motor Co. 78th pf.	12 1/2
Chalmers Motor Co. 73rd pf.	94	Maxwell Motor Co. 79th pf.	12 1/2
Chalmers Motor Co. 74th pf.	94	Maxwell Motor Co. 80th pf.	12 1/2
Chalmers Motor Co. 75th pf.	94	Maxwell Motor Co. 81st pf.	12 1/2
Chalmers Motor Co. 76th pf.	94	Maxwell Motor Co. 82nd pf.	12 1/2
Chalmers Motor Co. 77th pf.	94	Maxwell Motor Co. 83rd pf.	12 1/2
Chalmers Motor Co. 78th pf.	94	Maxwell Motor Co. 84th pf.	12 1/2
Chalmers Motor Co. 79th pf.	94	Maxwell Motor Co. 85th pf.	12 1/2
Chalmers Motor Co. 80th pf.	94	Maxwell Motor Co. 86th pf.	12 1/2
Chalmers Motor Co. 81st pf.	94	Maxwell Motor Co. 87th pf.	12 1/2
Chalmers Motor Co. 82nd pf.	94	Maxwell Motor Co. 88th pf.	12 1/2
Chalmers Motor Co. 83rd pf.	94	Maxwell Motor Co. 89th pf.	12 1/2
Chalmers Motor Co. 84th pf.	94	Maxwell Motor Co. 90th pf.	12 1/2
Chalmers Motor Co. 85th pf.	94	Maxwell Motor Co. 91st pf.	12 1/2
Chalmers Motor Co. 86th pf.	94	Maxwell Motor Co. 92nd pf.	12 1/2
Chalmers Motor Co. 87th pf.	94	Maxwell Motor Co. 93rd pf.	12 1/2
Chalmers Motor Co. 88th pf.	94	Maxwell Motor Co. 94th pf.	12 1/2
Chalmers Motor Co. 89th pf.	94	Maxwell Motor Co. 95th pf.	12 1/2
Chalmers Motor Co. 90th pf.	94	Maxwell Motor Co. 96th pf.	12 1/2
Chalmers Motor Co. 91st pf.	94	Maxwell Motor Co. 97th pf.	12 1/2
Chalmers Motor Co. 92nd pf.	94	Maxwell Motor Co. 98th pf.	12 1/2
Chalmers Motor Co. 93rd pf.	94	Maxwell Motor Co. 99th pf.	12 1/2
Chalmers Motor Co. 94th pf.	94	Maxwell Motor Co. 100th pf.	12 1/2

ROADS OF ALL AGES SHOWN IN CONTRAST

The government exhibit which will be a feature of the Fourth American Road Congress in Atlanta, Georgia, during the week of November 3, will show a remarkable series of models showing the progress of road construction from the military roads of Imperial Rome down to the most modern types of market road and city boulevard.

Reproductions of the roads built by the French, Romans, by Napoleon, as well as the early specimens of macadam road built by John L. Macadam will make the series historically complete. This exhibit, which is now being prepared by the United States office of public roads, will also include a dynamometer, equipment by means of which the exact pull required on every type of road surface can be shown with mathematical accuracy.

"The expenditure last year for road construction and maintenance throughout the United States," says Chas. M. Light, who will manage this exhibit, "was well over \$200,000,000 and will soon pass the quarter billion mark. In view of this great annual outlay it is almost essential that road officials, contractors and manufacturers get in touch with one another at least once a year under conditions such as are afforded by the American Road Congress."

CLIMBING TO CALIFORNIA'S VOLCANO



Burleigh Davidson, of the United States Rubber company of California; C. H. Gascoin, of the Maxwell Motor company; C. Spaulding Nordell and Harry Collier, recently completed a trip to Mount Lassen, California's active volcano. The party drove the car, shown in the picture, to within 15 miles of the crater. The last part of their journey was only made possible by the use of axes, shovels, crowbars, rope and tackle.

Overland

\$950

Completely Equipped \$1075—With Electric Starter and Generator. Prices, F. O. B. Toledo, Ohio.

A Higher Price Does Not Insure a Higher Value

ONE of the most misleading and most misunderstood things about automobiles is their prices. Because one car is priced at from 30% to 40% higher than another car it does not follow that the former car is worth more money. A higher price is no sign or explanation of superiority. In fact the unfortunate experience of thousands has proved that in most cases just the reverse is true.

Other cars cost more, because other manufacturers do not build 50,000 cars in a single season and therefore cannot produce as economically as we can.

For that reason we urge you to be guided not alone by the bare price of a car, but rather by its reputation, performance and specifications.

In no other car but the Overland do you get all of these costly features—unless you pay a much higher price

- a powerful and economical 35-horsepower motor.
- a long wheelbase of 114 inches.
- 33 inch x 4 inch tires.
- large, positive and powerful brakes.
- a big, roomy and comfortable tonneau.
- genuine hand buffed leather and tufted upholstery.
- complete equipment of the very highest grade.
- a gracefully fashioned and magnificently finished Brewster green body—snappy and modish lines.
- A chassis, the parts of which are made of the finest special formulae steels, and are as accurate, precise and lasting, both in measurement and performance, as the corresponding parts of the highest priced cars.

Yet this represents but a very meagre portion of the greater Overland value. But it is such value that has enabled us to sell more cars of this type than any other manufacturer in the world.

Why should you pay a higher price for some other car when the other car gives you no more, and in a great many respects, not as much value as you get in the Overland?

Why should you?

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CECIL HOLMES-BLOOD POISON

Our little son has certainly had his life saved, for his eye was in such an awful condition. It had burst on one side and was an inflamed mass, and he suffered intensely and cried and moaned with it continuously since blood poison set in. Now he is so happy and well I wish all mothers could know what has been done for him and the other little folks I've seen since we have been here. For anyone who could cure his little eyes after everybody else had failed could cure any other disease. MR. AND MRS. J. A. HOLMES. We live at Santa Rosa, N. M.

Dr. A. T. Still Osteopathic Infirmary